

Camp Roberts Real Property Development Plan Long-range component

EXISTING CIRCULATION ASSESSMENT

GENERAL

Transport of supplies, equipment, and personnel is imperative to any military installation. At Camp Roberts, weekends have the highest level of traffic and demand a flexible and appropriately scaled circulation network. A well-developed circulation network reduces the capital investment and maintenance costs by specifically tailoring the network size to required capacities.

Camp Roberts field surveys of the main cantonment and the East Garrison were conducted of the existing roadway characteristics, conditions, and on-site parking provisions. These surveys assisted in the development of the circulation system and impact potential of the Master Plan. The land use plan and transportation plan were developed in coordination to serve the future transportation demand and anticipated redevelopment.

REGIONAL TRANSPORTATION

Regional transportation service to Camp Roberts is provided by U.S. Highway 101, which runs between Los Angeles and Washington State. U.S. Highway 101 connects with Highway 46 south of the camp and provides access to the coast and Interstate 5, which traverses the United States from Canada to Mexico. County Routes G18 and G14 connect Camp Roberts to Fort Hunter Liggett to the north.

The Salinas River divides the cantonment area into the main cantonment and the East Garrison. Highway access is excellent, with a designated egress for the main cantonment's three access gates and the East Garrison. These gates consist of the main gate, north gate, south gate, and the East Garrison gate.

Monterey Road is an important local street that grants access to the south gate and the city of San Miguel from U.S. Highway 101. Monterey Road is a local two-lane street that terminates at Camp Roberts' south gate. Access from the highway to the main gate is identified by highway signage as the Camp Roberts exit. Bradley Road is another essential local street that provides access to the north gate, the East Garrison, and the city of Bradley. Bradley Road is a local two-lane street that parallels U.S. Highway 101 and terminates at the north gate.

The Southern Pacific rail line parallels U.S. Highway 101 through Camp Roberts. The California Department of Transportation designates the rail line as multipurpose, used for the transportation of freight, commuters, and by AMTRAK. The rail line runs between San Diego and San Francisco.

The nearest regional airport that provides passenger service is located in the city of San Luis Obispo. Santa Barbara Municipal Airport is the closest commercial air-cargo-capable facility. Military airports are located at Vandenberg Air Force Base and Tusi Army Heliport at Fort Hunter Liggett.

There are three minor harbors in San Luis Obispo County: Port San Luis (Avila Beach), Morro Bay, and Estero Bay. These ports support three activities: petroleum shipping, commercial fishing, and recreational boating. Three minor ports also exist in Monterey County, which consists primarily of commercial fishing and recreational boating.

EXISTING ON-SITE CONDITIONS

The main cantonment street system can be described as a traditional “grid” network with a large parade ground in the center of the cantonment. Other streets are aligned in a manner to provide direct access to other land uses on the main cantonment, training areas, and to the East Garrison. Field surveys identified three roadway classifications: primary arterial, collector streets, and local streets. Five primary arterials, California Boulevard, Montana Boulevard, Arizona Boulevard, Bridge Road, and Industrial Avenue service the cantonment and access gates.

ROADWAY CLASSIFICATIONS

PRIMARY ARTERIALS

This system serves as the principal network for through-traffic flow. Therefore, primary arterial streets should connect areas of principal traffic generation. These streets need to be planned with existing and proposed circulation to provide for collection and distribution of through traffic to and from collector and local streets.

COLLECTOR STREETS

This system includes all distributor and collector streets serving traffic between primary arterial and local streets. Collector streets also include streets used for through traffic within a local area and serve to connect adjacent blocks or land uses. These collector streets interconnect the primary arterial system and provide access for local through-traffic movements within the battalion blocks, administrative land uses, and industrial and training sites.

LOCAL STREETS

Included in this system are streets used mainly for direct access to the battalion blocks, administrative land uses, and industrial and training sites. These streets should provide easy access to abutting property and connect with collector streets.

All primary arterials have bituminous surfaces and are in fair condition; however, continual maintenance is required to prevent further deterioration of all roads on the installation. Maintenance efforts are limited to patching and sealing due to lack of sufficient funds.

Collector streets serving traffic between primary arterials and local streets include Washington Boulevard, Oregon Boulevard, Nacimiento Boulevard, Utah Avenue, and the East Perimeter Road. Other identified collector streets provide for additional through traffic within the local area. Local streets are mainly used for direct access to the battalion blocks and other land uses on the cantonment areas.

One primary arterial grants access to the East Garrison via Bradley Road and U.S. Highway 101. The circulation pattern is laid out in a “grid” system similar to the main cantonment. There are several

streets identified as collectors that encircled the airfield and MATES. These streets intersect and create a loop of collector streets that service a number of local streets.

Key issues for the existing circulation system are as follows:

- Overall disrepair of the paved roadways.
- Poor signage for orientation and direction purposes.

PARKING AND LOADING

Parking and loading issues must be recognized as part of the overall circulation system. Shortage of parking for both privately owned vehicles (POV) and government owned vehicles (GOV) is common at most military installations. At Camp Roberts, GOV parking is ample but POV parking is not tracked in the Facility Inventory Stationing Plan (FISP) and thus has a large shortfall. However, field surveys indicated sufficient POV parking.

Parking for POVs is distributed throughout the main cantonment and East Garrison. Lots consist mainly of paved surfaces abutting facilities, such as the camp headquarters, administrative offices, RTS-M, and the MATES.

The GOV parking on the main cantonment is centrally located in a motor pool compound at the southwestern corner of the main cantonment, within the 3000 block. Unit vehicles are generally stored at the MATES in the East Garrison.

Equipment loading and unloading capabilities are situated in the DOL area of the southern end of the main cantonment. Warehousing facilities include loading docks for truck transport or rail sidings for rail transport. There is a rail spur consisting of over 22,000 track feet that loops through the DOL area off the Southern Pacific rail line. A number of shipments are received annually (including tracked vehicles). Two railroad spurs totaling 2,000 track feet provide loading and unloading capabilities at the East Garrison.

ON-SITE PEDESTRIAN FACILITIES

The scale of the installation and current land use pattern does not allow for efficient pedestrian circulation between land uses or activity centers. However, the battalion blocks are individually supported for pedestrian circulation, and a network of sidewalks supports the community service area.

